

Testing controls for a jet engine that doesn't exist—yet

Question:

How is it possible to design automatic controls for a jet engine that's still under development hundreds of miles away?

Answer:

Through the combined facilities of the new Honeywell Jet Engine Control Laboratory and Honeywell's analog computing equipment. The controls are set up on the test bench

The controls are set up on the test bench shown here and receive the mechanical equivalent of electrical signals sent from the removely located analog computer acting as engine simulator. In response, the automatic controls operate actuators which control fuel flow and open and close a simulated tail cone or exhaust nozzle.

These procedures make possible tests in engine operating regimes nor attainable in the average test cell utilizing an actual engine. This means that the effects of altitude, flight speed, and inlet temperature can all be evaluated over their entire range. In addition, the control test program is greatly accelerated because the delays resulting from mechanical difficulties normally encountered in running experimental engine test programs are eliminated.

In this way prototype models of controls, designed by Honeywell on the basis of known characteristics of sige engine still under development, are given tough, practical testing. Thus, they can be ready when the engine comes out of design.

It's another "first" for Honeywell—and we expect there will be others, too, Because automatic controls are essential to aviation progress. And automatic control is Honeywell's business.

Honeywell



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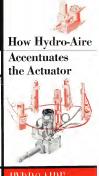




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FINANCIAL

UAC Profits Reach All-Time High Actual profit margin is down from 1951, but this is more than made up by greatly increased sales.

United Alexalt Corp. socked up a net - the same conservative partiess of personance of \$17,500,590 but year. - bother - on years. Cash distancement of \$2.00 thus the nervious neak of \$171 metrics per share on the common stock were as 1942 and nearly 2575 better than made as 1952, the same as for 1953 trend the policy of stability in Jan-The wearned number of corneon these devided was said on the corn. relies at the 1912 year-end research Fluid Reinontment. The common position. While net working copial at 44% to 1990. The solutested cuts in by the dight decide in profit energies.

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ANNATION WEST, And 6, 1952

PRODUCTION

Aircraft Makers Study Use of Redux



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· British have made wide use of bonding method. Now II. S. manufacturers show growing interest.

Leading consent of the Robin 15.000 ms tour of the U. S. and Car-

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Goodwar Almaft was the first fabricator to sucwalled canopy, which prevents forging and februate as esclosure incorporating unidirec-

Conducts Aircraft has the correlete Colffities to provide the entire nuckage-engagements, design, metal edge assembly itself, of any size. Whether the igh is one of hulfding a wind compercut such as a transparent enclasure, roder,

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MININ - MICHORY COMPLETS - MECONES - CORES Graduat - Salah Grachess and many other below a red recent * PROUD OF ITS PART IN AVIATION'S SO YEARS OF PROGRESS



FOR REAL HELP TO SMALL BUSINESS

It is some that one of the first jobs of the modits toy. That toy of enemy applies to Evenbower administration, so undely, and than \$25,000 per year It results in taking upcorrespondence what is called an "excess preceding administration, while continually profits credit." For most small companies the ness, actually impaired gravely the shillty of small business to carry on successfully. This sable to select a have versed for the toy that ment and the Koruan War. Now the new starting in 1946-49 to peculiarly valuerable, as key contribution to an expanding American connery. cess profits tax law provisions to lessen the

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grows is particularly hard hit by the excess

"Relief" Provisions Give Little Relief

carnance to provide funds for improving their plants and engineent They get very lattle nway. (2) that additional carminos are al-(3) that growing companies are allowed a

Most large firms can obtain additional funds on the securities market. But small firms find it difficult to increase their carital by selling meet their needs for equity control of their

AVERAGE TROOPS Small housess has been equally at a dishas enegatived a creat expansion of our certificates of accelerated amortication on new off the most of defense plants at a small water

Growth is Stiffed

made to large firms especially equipped to handle the correley weakless of defense uraduction Of the \$12 billion of new facilities so far approved for fast amortization, only 500 employees although the share of such companies in the normal civilian business is about 30 per cent. In only 2 of 12 industries studied by the Small Defrose Plants Admin-Because they are unable either to retain

gress, emphasized that small correspon have been unable to do their full part in the de-The Coursel of State Chambers of Commerce recently sublished an endytotate servey shower widespread cutbacks of plans companies Assending to this report, "high the Korean War appear to be placing an effec-48 states experally . . . It is principally the small and medium-sized companies whose

Some Ways to Helm

The first stee to relieve small engreening tax. The rusion as a whole would be far better die za scheduled on June 30, since the tax promotes waste as it stiffes moentives. It is parts republic hospitary that the politics of tion reduction, as opposed to the economics. will prevent the elimination of the tax during

If the tax is extended, province should be made for a mark broader exemption to smaller corporations. If not income up to \$100,000 a year which in these days still constitutes small business, were exempted errorest would be about \$175 million. Thus relatesaly small amount could easily be offert ful attention should be given also to the posshiftsies of allowing a harber rate of return amount it takes to mounds 166 take) and of mikrus special accelerated depreciation allowances to smaller firms. This is a matter

Relief for small business-relief from a releases the dynamic operates of many small continuing and expanding prospenty.

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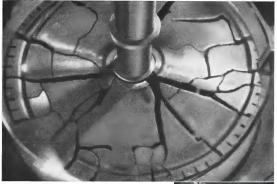


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You are looking at a photograph of a jet regine titanium compressor whee blein glidiberately dishinergated by Allilon engineers in a super-high-speed test. First, our engineers spun the wheel at the highest prun the test machine could produce—and it would not burst. Then they cut a notch in the hub and the wheel "let go" at 22,000 rpm—5000 rpm higher than the strongest sted whele could stand. This picture taken at 2-millionths of a second showed our engineers the action at the instant the wheel burst.

Tests like this aren't new — but this one served to show that the new higher-strength, lighter-weight titanium alloy wheel has a safety margin of many thousands more rom than would

ever be experienced in actual flight. Careful testing like this forecasts tomorrow's successful application of new metallurgical developments – typical of the continuous pioneering which maintains the leadership for Allison engines in the air.



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